


Towline



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June 1964

COMING EVENTS

June 27 - July 5

ANNUAL SOARING CAMP * PANCHER FIELD
Wenatchee, Wash.

July 13 - July 17

NORTHWEST REGIONAL SOARING CHAMPIONSHIP
Sun Valley, Idaho

CHAIRMAN'S MESSAGE

It is hoped that every member of the Seattle Glider Council is planning to attend at least one of the Soaring Meets announced above. The Soaring Camp at Wenatchee is directly sponsored by the Council and depends on your support for its success. Try to get over for at least one weekend, if not for the entire week and enjoy some of the finest soaring this country has to offer. More than a dozen sailplanes are expected to be on hand this year, and it is certain that many F.A.I. badges will be completed, and perhaps a few State Records set or broken. In particular, it is a wonderful opportunity to welcome our Canadian friends to soar with us once again.

The meet will be organized on an informal basis, and will be designed to suit the needs of the majority of pilots present. In order to get the meet off to a good start, a pilots meeting will be held at the airport at 9:30 AM on Sunday June 28th. All participants are asked to attend. It is hoped that a task committee will be set up at the pilots meeting to encourage participants to fly together under more competitive conditions. Next year, the S.G.C. may bid for sponsoring the Northwest Regional Soaring Championships at Wenatchee, so pilots should take this opportunity to prepare themselves for contest flying.

Two of your directors, Bob Kruse and Cec Craig will be present at the meet through the week. They will be responsible for the enforcing of airport rules and any decisions concerning the use of the S.G.C. towplane. Your cooperation and assistance can help make this one of the most successful and enjoyable Soaring camps ever.

1964 COLUMBIA BASIN MEMORIAL DAY CONTEST

May 29 - 31st the C.B.S.A. hosted another extremely interesting and enjoyable contest at Vista Field, Kennewick. This year twelve pilots arrived to fly 10 sailplanes. ~~The sailplanes were handicapped by the scoring system.~~ Since there was only one class for all entries a handicap system based on the Gliders maximum L/D was used.

May 29th was declared a free-distance day since the contest directors felt that the "marginal weather" would keep the retrieves short. However the weather improved enough to allow Rudy Allemann (KA-6) to fly 191 miles to Oroville, Wash. Rudy made this trip into a brisk North wind, and landed only because he didn't want to fight Canadian customs. Also going North was Ed Mc Clanahan (1-23-HL5) who reached Okanagan (1146.5 miles) heading downwind into darkest Oregon were Jim Hard (Cherokee) 1143 miles and Paul Palmer (1-23-HL5) 105 miles.

May 30th was declared a 198 mile goal and return to Harrington, Wash. After two abortive attempts Frank Woodward (KA-6) settled down and flew the course at an amazing 47.2 miles per hour. On his heels were Allemann (45.2). However, thanks to the Cherokee's Handicap. Jim Hard also won this day (28.6). When all hope of any more soaring seemed lost, the Cherokee wandered back in — Result, a new Washington State Medium Class, Goal and Return record for Jim Hard. Cec Craig did not complete the course, but came closest with a 138 mile effort in his I-K. Dick Delafield completed his Silver Badge and Carroll Klein got his Distance and altitude legs for the second day in a row.

On May 31st, the third and final task was a 200 K (137 mi.) Triangle with turn points at Othello and Washtuona, Wash. Rudy Allemann broke his own state record of 44.4 mph with a blistering 50.2 mph. Next came Joe Robertson (KA-6) with 42.9 mph and Ed Mc Clanahan 35.4 mph. Jim hard completed the triangle a few minutes after the official closing time thus disqualifying himself for any speed points. This lack of penetration toppled Jim from first to third, and left Rudy the undisputed meet champion. Ed Mc Clanahan was second overall and the Robertson - Woodward team was fourth, followed by Palmer and Craig.

It would be impossible to fully thank the gracious people of the C.B.S.A. Special mention should go to Chuck Seldomridge, Contest Director, who in his first effort ran a marvelous meet. Also worthy of mention are Bob and Elisabeth Moore who put - up, fed, coached, encouraged and officially observed some of the tiro types. Bob also found time to serve as task chairman, and to unofficially fly the triangle in his red 1-21. Our kind hosts at Vista Field were Bob and Diane Gilbride. Towing was provided by the Richland Flying Service. (Buck Wheat and John D. Smith).

Dick Delafield

BOEING CLUB NEWS

The Wenatchee soaring season was inaugurated Memorial Day with a large turnout of members. The highlights of this first weekend were the auto tow checkouts and successful completion of commercial flight checks of members Phil Platt and Paul Leckman as well as nonmember Irv Durgin. The soaring conditions were good and flights of over an hour were made in both the 1-26 and 2-22C as well as the Olympia. Among the pilots having flights of an hour or more were: John Goode (2-22C), Tom Cope (1-26), Steve Cope (1-26), Rene Claringbould (1-26), Paul Leckman (1-26), Doug MacDonald (Olympia), Phil Platt (Olympia), John Smith (Olympia) and Dick Mamini (2-22C).

The finale of the weekend was an abortive attempt at a 5-hour endurance flight by D. Cosley in the 1-26. In explaining his failure (by 13 minutes) he mumbled something to the effect that he was still getting lift at 7:00 p.m. but that he was concerned about missing his favorite TV show ("Lassie").

The weekend of June 6 - 7 featured a successful duration flight (5:35) by Dick Mamini in the 1-26 as well as a near miss (3:05) by Rene Claringbould. In spite of the stiff surface wind, the soaring conditions were good and several good flights were turned in. Jim and Judy Church had two consecutive 2-22C flights of over one hour and Bob Martin took the 2-22C up for his first Wenatchee solo flight. Others enjoying general sport flying were Arley Gentry and Gene Fagerberg. Frank Woodward and friend, Frank Brame, gave the KA-6 a workout; and Frank Brame inspired the novices amongst us with a 200 KM triangular XC to Bridgeport, Coulee City and returned four hours later.

Sunday, June 15, marked the first silver badge of the year by a club member when Dick Mamini successfully completed his distance and altitude legs with a 102-mile flight to Davenport, Washington. A full account of the flight(s) will be forthcoming from Dick in the near future but, for inspirational value if nothing else, a synopsis of the story follows: The first attempt, at 10:30 a.m., was premature in that the lift had not developed enough to enable Dick to escape from the valley. After working the spotty lift around Rocky Reach Dam for one hour without finding anything strong enough to get him over the ridge he returned to Fancher for another try. After a half hour wait, the cumulus on the table east of the ridge seemed to be moving in closer and wisps were forming over the field. The second tow got under way at noon, but the apparent buildup of cumulus turned out to be a trap and a forced landing in one of the free world's dustiest fields followed. After derigging the sailplane and returning to Fancher via trailer, the 1-26, Dick and the towpilot were relieved of several tons of topsoil in preparation for the third attempt. Perseverance pays, and on the third tow at 3:30 p.m. he caught a boomer and disappeared eastward over the ridge cackling with glee. Four hours later he came to rest in the free world's second dustiest field one mile west of Davenport. Although the retrieve lasted until 2:00 a.m. it was, in retrospect, a highly rewarding day; and it is hoped that it will start the ball rolling for the rest of the club.

Despite some setbacks due to a mixup in the parts ordered from Schweizer, the 2-22A repair effort is continuing in high gear. The fuselage repair has been completed, and the rightwing spar splice has been accomplished. A mysterious insect that apparently thrives on red fabric attacked the fuselage and both wings necessitating more recovering than had originally been planned. We are still shooting for a 3-ship weekend over July 4; and, barring earthquakes, floods, famines, plagues or Phil Platt's infamous pen knife, we will make it.

D. Cosley

SILVER "C" DISTANCE AND ALTITUDE

Due to a series of mistakes and misadventures I was not able to get to the pocket until 3:30 p.m., but once above the ridge there was no looking back. I found that I was being very cautious at first and my progress over the ground was not good, but later I was able to spot a new or growing cloud and would take off at 70 mph until I got there, climb until another good cloud was within reach, and then take off for it. My speed increased noticeably.

The most exciting part of the flight was the final glide. I had often read of the sudden end to thermal activity near the end of the day but had never experienced it myself. With Davenport about 15 miles away my handy dandy little L/D chart indicated that it was extremely marginal as to whether it was possible to make the airport or not. I wasted some time deciding whether to head back to Wilbur, then headed for Davenport knowing that there were many good landing fields on the way.

As Davenport grew larger I could not identify anything that looked like an airport (at one time I had my sights set on a nice new metal barn) and at 6:30 p.m. came to rest in some of Eastern Washington's finest topsoil (brown talcum powder). As it turned out the airport was a grass strip parallel to the main highway and was about a mile and a half away.

Many thanks to Dennis Cosley who acted as towpilot, crew, and SSA observer and who missed two nights sleep on my account. I only hope that my turn to crew for Dennis is even more difficult, so that I may repay him.

D. Mamini

THE WINNING FLIGHT

The task set for the last day of the 1964 OESA Memorial Day meet was a 137-mile speed triangle from Vista Field to the Othello railroad overpass, Washtucna Airport and return. The weather seemed similar to the day before when Frank Woodward won a 200-mile out and return with an average speed of 47 mph, so a late 2 o'clock PDT start was chosen. As starting time neared, clouds were forming north in the basin but some cirrus had begun to form above us at Vista. I moved my time up to 1:50 and released in my KA-6 at the starting line at 2500 feet. I glided straight north hoping to reach the clouds and/or good lift before hitting the ground. I passed through occasional burbles and slowed up in weak lift, but I was seven miles out before I caught my first good lift. Surprisingly, I had not lost any altitude since release. After centering, I began to climb at 800 - 900 feet per minute to about 9000 feet.

The clouds veered off to the right of the course but there were clouds forming near Othello and the Saddle Mountains. I decided to gamble on reaching the clouds near Othello and set off across 30 miles of clear air at 80 - 85 mph.

At the radar station the clouds were ragged and the lift was choppy. I gained 2000 feet, reaching 6000, then poured on the coal around the first turn point (55 minutes elapsed time) heading for a large dust devil to the east of Othello. Here again I got 900 feet per minute to 10,000 feet. Another fair thermal near Hatton soon brought me under Bob Moore at 7000 feet near Washtucna. Leaving Bob climbing to cloud base I sped around the Washtucna Airport and returned to the same thermal and began to climb rapidly to 9000.

The cirrus had thickened considerably and was cutting off the ground heating and cloud formation to the south. This effect proved nearly disastrous for the later starters. Hard, McClenahan and Pallmer had to struggle through weak lift all the way around.

I left the last clouds aiming for dust devils ahead. Although the lift was noticeably weaker I kept pushing on hoping for a good one. My average altitude decreased, but eventually I saw that I could glide home. I passed the wonderful stages of maybe-making-it to probably-making-it to sure-of-making-it and finally finished at 110 mph. The time was 2 hours 43 minutes giving an average speed of 50.2 mph. If the turn pictures come out, this speed will be a respectable state record. Very few KC-9's have reached this average speed, but theoretically it represents an average lift of only 500 feet per minute. With the lift I was getting and more aggressiveness I should have attained a speed almost 60 mph.

R. T. Alleman

EDITORIAL

I recently met "Towline" subscriber Myron Buswell. Airport manager at Lakeview, Oregon, veteran glider pilot, instructor, A & P mechanic, Pilot and a life-time member of S.S.A. Buzzy's airport is strategically located on the up-wind edge of what could be the finest thermal soaring in the Inter-mountain West. At present Buzzy is hunting for a high performance two place sailplane. He already has a 150 H.P. tri-Pacer, which is fitted with a hook and certificated for towing. Lakeview could be an ideal spot for a contest and/or record attempts. The big thermals stretch East into Idaho and South East into Nevada and Utah. They also run South to the lee side of the Sierra Nevadas. Need one say more?

In the mean time Buzzy has extended his invitation to all glider owners who would like to try their hands at Eastern Oregon soaring and might be traveling through. The tow - plane and Buzzy are waiting.

At this point I would like to thank my wife Bernell, Judy Church, Frank & Marlene Woodward, & Bob Martin, who have been loyal typists, printers, stampers, addressers, etc. They have given unselfishly of their free time in order to publish Towline.

At Hummingbird Haven, in California, I had a chance to see Dudley Smith's Cherokee which is up for sale (see advertisement in this issue).. Smitty, a school teacher, is relocating and in a must sell situation. I can further describe the aircraft to anyone who might be interested in it.

Dick Delafield

FOR SALE CHEROKEE II

Built by A. & P. Mechanic. Mahogany Plywood on Wings. Very clean Enamel finish, Good fabric, Metal Spoilers, Instruments and Trailer \$1,995.00 Delivered to the Pacific Northwest.

Contact Dudley W. Smith
43 Rodgers St.
Vallejo, Calif.
Phone 644 -1316

Towplane Operational Report

This month's towplane report presents the statistical data obtained from operational records of the first five months of this calendar year. At the beginning of the year an estimated budget was presented and tow rates established on the estimated towplane utilization. The following tables compare the actual and estimated rates.

<u>Estimated Utilization and Rates.</u>	
Yearly budget-----	\$3,000.00
Operational days-----	60
Daily income-----	\$50.00
Tows per day-----	20
Average tow-----	2,000 ft.
Basic tow rate-----	\$1.25 per 1,000 ft.

Month	<u>Utilization Summary</u>				<u>Earned income in dollars</u>	
	<u>Operational Days</u>		<u>Tows</u>		<u>Predicted</u>	<u>Actual</u>
	<u>Predicted</u>	<u>Actual</u>	<u>Predicted</u>	<u>Actual</u>		
January	3	5	150	150	185.88	185.88
February	4	8	200	350	246.25	432.13
March	4	8	200	550	239.38	671.51
April	5	6	250	800	245.00	916.51
May	7	10	350	1150	395.78	1312.29
	23	35				

Several overall conclusions may be made upon examination of the Summary Table. These are as follows:

1. Average earned income is above predicted by 14%
2. Operational days are more than predicted by 52%
3. Average income per day is less than predicted by 25%

Similar analysis of the average tow for the first four months shows that the average tow is 1,950 ft. and that the average income is \$1.37 per 1,000 ft. These averages include the wave flight tows recorded to date.

It can be seen that although the operational days are greater, this same rate must be maintained in order to accommodate the lower daily utilization rate indicated by the average daily earned income.

On the basis of the first four months' summary and the decision to base the towplane at Wenatchee continuously from Memorial Day through Labor Day, the tow rates at Wenatchee were lowered to encourage more flying and to accommodate the student program. As of now, the tow rates at Wenatchee are: for training tows (before 10:00 AM and in immediate area of the airport)-- \$1.25 per 1,000 ft.; for soaring tows (to ridge or 5 mile radius of field) -- \$1.00 plus \$1.25 per 1,000 ft. Previously (last year) all tows were \$1.25 plus \$1.25 per 1,000 ft. The utilization records will be kept up to date and revisions made as required.

SEATTLE GLIDER COUNCIL, INC
TOWPLANE ACCOUNT
June 18, 1964

Income

Tow fees ----- \$2,101.89

Expenses

Interest ----- 21.94
Maint. & repair - 291.63
Gas and oil ----- 221.83
Hangar rent ----- 144.00
License fee ----- 11.00
Postage ----- 18.90
Misc. ----- 14.49
723.79

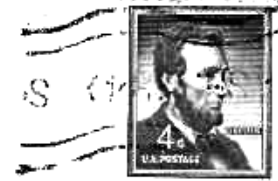
Surplus

Income ----- 2,101.89
Expenses ----- (-) 723.79
1,378.10
Surplus ----- (-) 99.34
1,278.76

Balance Sheet

Cash ----- 228.76
Depreciation res.-- 625.00
Equipment ----- 2,375.00
\$3,228.76

Loans ----- 1,950.00
Surplus ----- 1,278.76
\$3,228.76



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